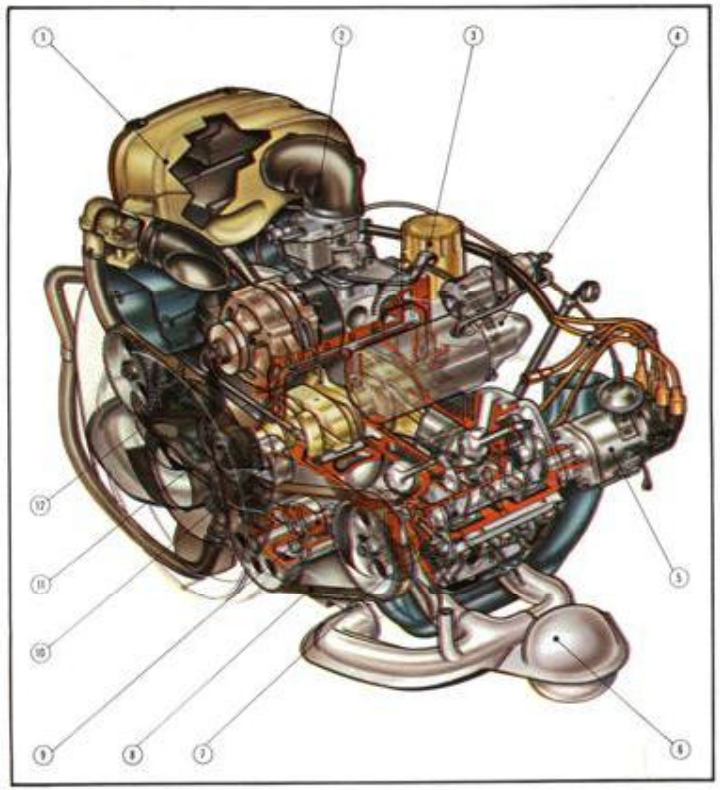


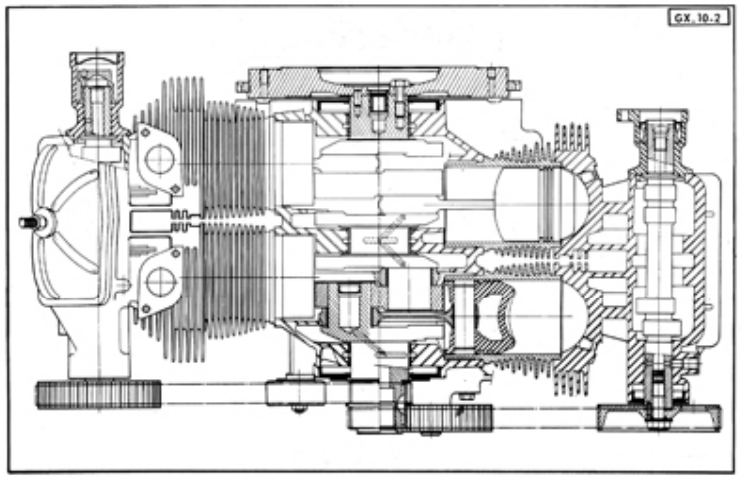
1015 cm3

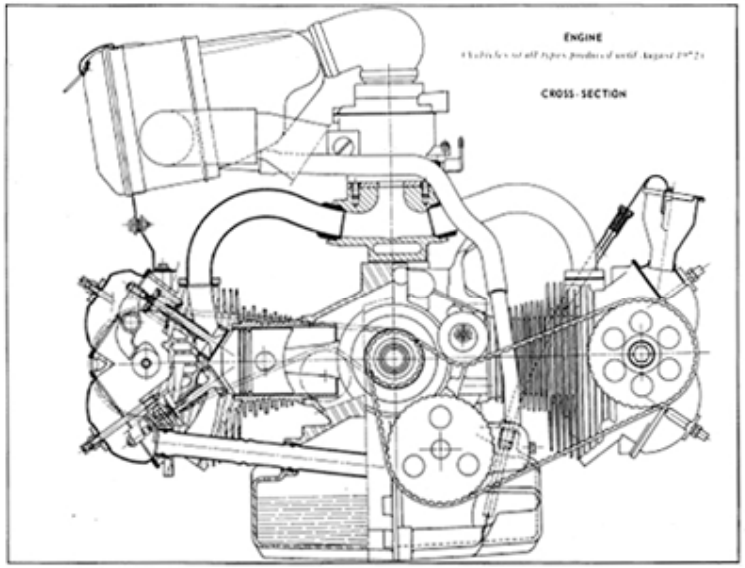
2 versions., both producing **55.5 bhp DIN at 6 500 rpm and 7.2 mkg** (**52 ft lbs) DIN at 3500 rpm**

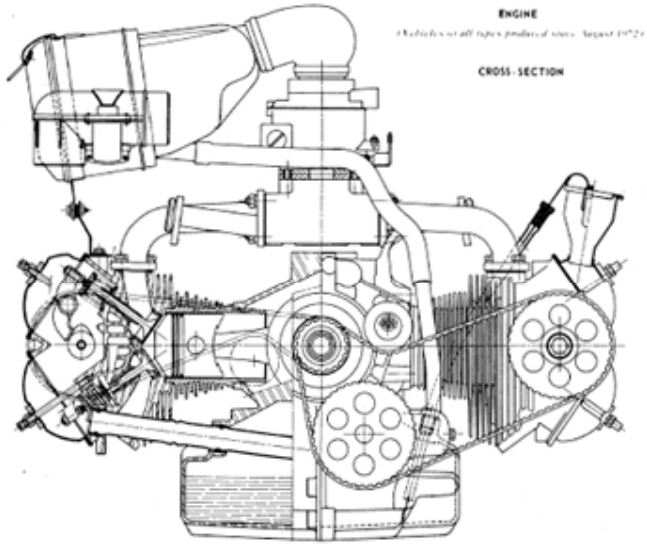
At launch, in October 1970, the carburettor hotspot was heated by engine oil, but this gave problems with slow warm-up, so a revised heating arrangement using exhaust gas was used. This lasted throughout the life of the engine, though it made one of the most complicated exhaust systems around - 12 different pipes and 9 clamps of 4 different types.

Within a few months of launch, rumours started to circulate of accelerated wear to the camshafts. It turned out that all development work had been carried out using Total multigrade lubricants & lesser products did not offer the same level of protection. The anecdote, oft repeated, is that 2 brothers in the same town each had their own garage businesses. One experienced no problems with cam wear, while the other saw a number of cases. One bought his oil from Total, the other did not. Whether this is true, or a convenient explanation for Citroën, we will probably never know. Either way, the case hardening process

was improved & the underlying problem resolved within a very short, though the reputation for premature failure took rather longer to dispel.







1220

The 1220 engine was launched in September 1972 for the 1973 model year.

It is quite different from its smaller predecessor. One change is the adoption of a longer stroke of 65.6 mm that would be the standard dimension for all other variants.

It was produced in two different states of tune, with the “cooking” versions offering 60 bhp DIN at 5750 rpm and the units fitted to the GS X2 boosted by 7 horsepower, primarily through improved carburetion.

1129

The 1015 engine was dropped from the GS range in September 1977, with the entry-level product now the 1129cc unit. This is a shrunken 1222 rather than a stretched 1015.